

CHAPTER 8

COMBAT SERVICE SUPPORT

CSS elements arm, fuel, fix, feed, clothe, and provide transportation and personnel for the platoon. The platoon leader is responsible for supervising CSS within the platoon. The PSG is the CSS operator for the platoon, as the ISG is for the company and troop. The PSG advises the platoon leader of logistical requirements during preparation for combat operations. He also keeps the platoon leader informed of the platoon's status. During combat operations, he coordinates directly with the ISG, informing him of requirements and problems. The PSG is assisted by the other vehicle commanders and the gunners on the platoon leader's and PSG's vehicles.

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Section I. ORGANIZATION

The platoon has no organic CSS assets. The PSG coordinates directly with his supporting ISG for all CSS. The PSG is the primary recipient of all maintenance, supply, and personnel reports. He is assisted by the scout team leaders, but it is his responsibility to keep the platoon leader informed of the current status of the platoon.

BATTALION TASK FORCE SUPPORT

The scout platoon presents complex logistical problems for the battalion staff. As explained in previous chapters, the platoon normally operates to the front of the battalion task force. It will probably move earlier and stay away longer than any other battalion element. It can be resupplied in one of several ways.

A maintenance team and/or logistics package (LOGPAC) can be dedicated to the scout platoon. This team responds to the needs of the platoon and is brought forward by the headquarters company 1SG, the support platoon leader, the headquarters company XO, or another responsible individual. The support package is tailored specifically to the scout platoon's requirements and is small and flexible. The LOGPAC links up with the scout PSG at a specifically designated RP as far forward as possible. The PSG is then responsible for distribution of supplies to the scout teams. He may distribute supplies by himself or be assisted by the individual who brought the LOGPAC forward. The latter method is significantly faster. This method is best for the scout platoon but difficult for the battalion because of its limited CSS resources.

The scout platoon can also use the nearest company team's CSS assets for its resupply and maintenance. If this technique is used, the HHC commander and scout platoon leader should coordinate with the company team commander for support. The HHC commander and battalion S4 should ensure that the supplies dedicated for the resupply of the scout platoon are forwarded with the company team's regular LOGPAC. If possible, scout supplies pushed forward with the company team LOGPAC should be separated to ensure rapid resupply of the scouts. In any case, the company team commander must realize the importance of refueling and rearming the scouts before his unit receives supplies. This also applies when the scout platoon arrives during a resupply operation; it must receive priority for resupply. This method strikes a balance between the scouts' ability to pull back for resupply and the battalion's ability to send scout supplies forward.

Another method is to make the scouts responsible for their own supplies. Not only must the PSG coordinate for supplies, but he also must pick up the LOGPAC, distribute the supplies, and return the LOGPAC to its parent-unit location. This stretches the platoon to its limit because it must operate without the PSG for extended periods of time. This method also does not provide dedicated CSS assets for the scout platoon. **It is the easiest method of resupply for the battalion but the worst for the scout platoon.**

Whatever support the scout platoon receives must be keyed to a fast transfer of supplies. The scouts must be able to pull in, resupply, and leave as quickly as

possible. The actual time when the scouts need to resupply does not often coincide with the standard LOGPAC times for the rest of the battalion. The battalion S4, the support platoon leader, the scout platoon leader and PSG, and any other key leaders must anticipate events to coordinate for the best time of resupply.

SQUADRON SUPPORT

The scout platoon in a divisional or regimental squadron receives all of its CSS through its parent troop. The PSG coordinates with his 1SG for everything his platoon requires. The 1SG is thus the key operator in the service support chain. He does most of the coordination with the squadron combat trains command post (CTCP) and controls the LOGPAC and its operation. Based on the tactical situation, the 1SG will also choose the techniques of resupply.

Section II. SUPPLY OPERATIONS

Each platoon has a large amount of equipment and requires frequent resupply to accomplish its mission. Periodic checks are required by all leaders to make sure the platoon's equipment, especially high-use items, is accounted for and ready to use. Leaders must anticipate expenditures and request supplies before an operation begins.

BASIC LOAD

For classes of supply other than ammunition, basic loads are supplies kept by units for use in combat. The quantity of each item of supply in a basic load is based on the number of days the combat unit may have to sustain itself without resupply. For ammunition, the basic load is the quantity of nonnuclear ammunition required to be on hand to meet combat needs until resupply can be accomplished. The basic ammunition load is specified by the theater army and is expressed in rounds, units, or units of weight, as appropriate.

CLASSES OF SUPPLY

Class I

This class includes subsistence items and gratuitous-issue health and welfare items. MRE rations are stocked on each vehicle, usually a 3- to 5-day supply. Hot meals are brought forward when possible, if only to supplement MREs.

Potable water should be replenished daily, either by refilling from the water trailer or by rotating 5-gallon cans with the 1SG or supply sergeant. Each combat vehicle should maintain a minimum of 10 gallons of potable water, more during operations in arid climates or in MOPP gear. The platoon should also maintain a minimum amount of nonpotable water for vehicle maintenance.

All meals should be eaten in shifts, and they should never be served at one centralized location. The platoon leader and PSG must make sure not only that the platoon is fed, but also that the scouts eat nutritious meals to maintain the energy levels required in combat. During continuous or cold-weather operations, soldiers will eat more than three meals per day. This extra allowance must be planned for.

Class II

This class includes items of equipment, other than principal items, that are prescribed in authorization and allowance tables. Individual tools and tool sets, individual equipment and clothing items, therm lights, batteries, engineer tape, tentage, and housekeeping supplies are requested through the supply sergeant.

Class III and Class V

Class III comprises all types of POL products. Class V is ammunition, to include small arms, artillery and tank rounds, mines and demolitions, fuzes, missiles, and bombs. For optimum security, rearming and refueling should occur simultaneously under the cover of darkness. This resupply usually occurs daily or at the conclusion of major operations. The two techniques of refueling and rearming, tailgate and service station, are covered later in this section.

Cavalry units and battalions that have air assets OPCON to them have the flexibility to resupply by helicopter. This is done when distance or time would severely tax conventional resupply methods. Leaders should consider location and security of the resupply site, types of supplies to be delivered, signals, and assistance required to help the delivering unit deliver its load quickly.

The platoon leader must control the redistribution of supplies when fuel and ammunition cannot be delivered or when only limited supplies are available. The PSG continually monitors the platoon's supply status through logistical reports (see FKSM 17-98-3). He notifies the platoon leader when a specific vehicle or the platoon as a whole is critically short of these major classes of

supply. The PSG should make sure ammunition is equally distributed throughout the platoon before any tactical operation and during consolidation on an objective.

When planning for refueling, the platoon leader should keep the range and fuel capacity of his vehicles and the requirements of future operations in mind; the amount of fuel required determines how much time it will take to refuel. The platoon leader must realize that the cruising range and estimated fuel consumption of a vehicle are only approximations, subject to the effects of weather, terrain, and other factors. The platoon must top off vehicles whenever the tactical situation permits. When time is limited, the platoon leader must choose between topping off vehicles that need the most fuel first or giving limited amounts to each. Each vehicle crew needs to maintain a stock of oil, grease, and hydraulic fluid, replenishing these POL products every time refueling takes place.

Class IV

This class includes construction and barrier materials. Barrier materials such as lumber, sandbags, concertina or barbed wire, and pickets are used by the platoon to construct OPs and obstacles and to improve fighting positions. These materials are requested through the troop headquarters or, in a battalion scout platoon, through the HHC or directly from the S4.

Class VI

This class covers personal demand items. Tobacco products, candy, and toiletry articles are normally sold through the exchange system during peacetime or for units not in a combat environment. In a combat environment, these items are sent with Class I as sundry packs.

Class VII

This class includes major end items. These are major pieces of equipment, assembled and ready for intended use, such as combat vehicles, missile launchers, artillery pieces, and major weapon systems. Major end items that are destroyed are reported immediately by means of logistical reports (see FKSM 17-98-3). They will be replaced by the parent unit as they are reported.

Class VIII

This class includes medical supplies, which are provided through the battalion or squadron medical platoon and ordered through the MEDEVAC team supporting the platoon or troop. These supplies include individual medical supplies such as first-aid dressings, refills for first-aid kits, water purification tablets, and foot powder.

Class IX

This class comprises repair parts. These basic load supplies are part of the combat prescribed load list (PLL). PLL items carried by the platoon usually include spare track, road wheels, assorted bolts, machine gun parts, and light bulbs. Class IX supplies are requisitioned through the company or troop maintenance section.

TECHNIQUES OF RESUPPLY

The tactical situation and type of scout platoon will dictate which technique of resupply the platoon will use: tailgate, service station, a variation of one type, or a combination of both types. The situation will also dictate when to resupply. Generally, scouts attempt to avoid resupply during reconnaissance operations; resupply should be done during mission transition. Resupply is unavoidable during security missions of long duration.

In the tailgate technique, fuel and ammunition are brought to the scout teams by the PSG or another responsible individual who is assisting him (see [Figure 8-1](#)). This method is used when routes leading to vehicle positions are available and the unit is not under direct enemy observation and fire. This technique is time-consuming, but it is useful in security missions when the scouts are not moving because stealth is more easily maintained. If necessary, supplies can be hand-carried to vehicle positions to further minimize signatures.

In the service station technique, vehicles move to a centrally located rearm and refuel point, either by team or as an entire platoon (see [Figure 8-2](#)). Service station resupply is inherently faster than the tailgate method; because vehicles must move and concentrate, however, it can create security problems. During screening missions, the platoon must be careful not to compromise the location of OPs.

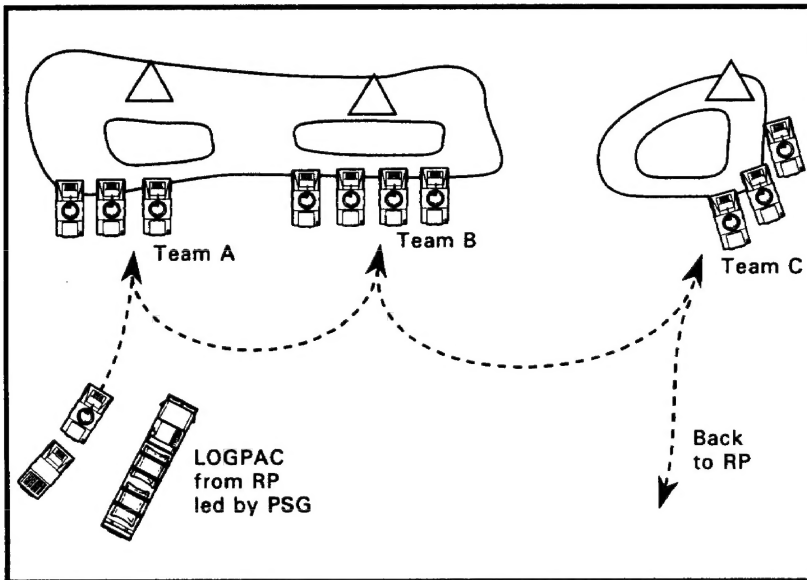


Figure 8-1. Tailgate resupply technique.

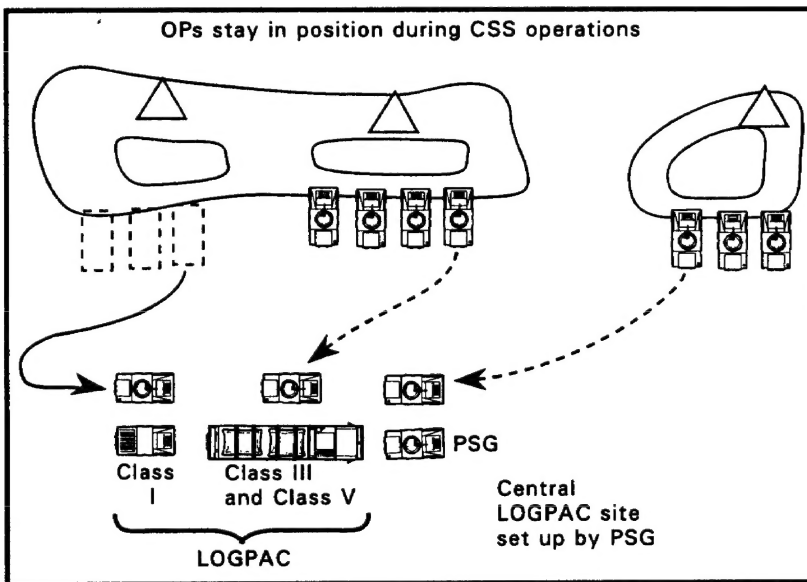


Figure 8-2. Service station resupply technique.

A platoon leader can vary the specifics of the two basic techniques, or he can use them in combination. During a screening mission, for example, he may use the tailgate method for his most forward OPs and the service station method for his OPs in depth (see Figure 8-3).

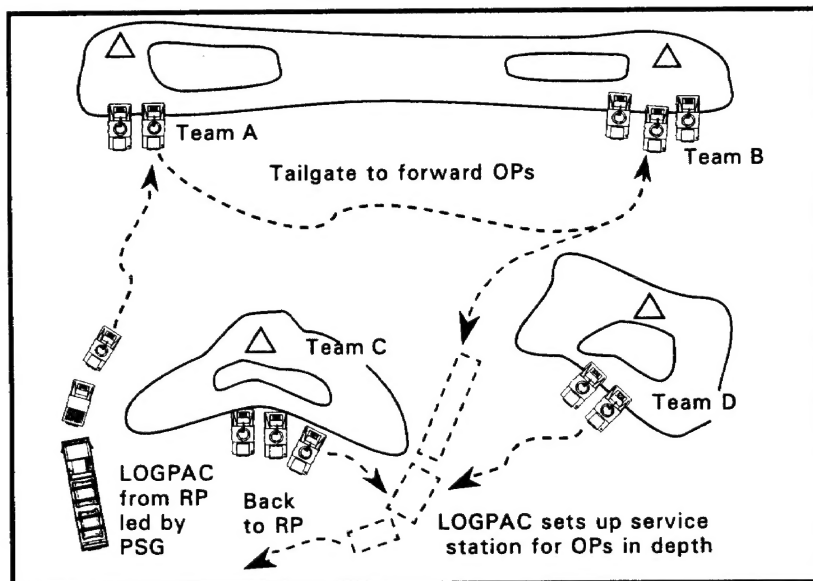


Figure 8-3. Combination of techniques.

Section III. MAINTENANCE OPERATIONS

Proper maintenance keeps equipment and materiel in serviceable condition. It includes PMCS, as well as the functions of inspecting, testing, servicing, repairing, requisitioning, recovering, and evacuating equipment and materiel whenever necessary.

Maintenance tasks are divided into unit (operator and organizational), intermediate (DS and general support), and depot levels. The platoon leader is concerned primarily with unit maintenance and repair of equipment in intermediate (DS) maintenance.

Repair and recovery are accomplished as far forward as possible. When equipment cannot be repaired on the site, it is moved to the rear (but only as far as necessary for repair) to a unit maintenance collection point (UMCP).

LEADER RESPONSIBILITIES

Platoon Leader

The platoon leader has ultimate responsibility for the condition and performance of the platoon's equipment and materiel. In that role, his duties include the following:

- Ensuring that all platoon vehicles, weapon systems, and equipment such as night observation devices (NOD), mine detectors, and communications equipment are combat-ready at all times, within the platoon's maintenance capabilities. The platoon leader also ensures that equipment that cannot be repaired at platoon level is reported to the commander as soon as possible.
- Knowing the present status of equipment, to include document numbers, job order numbers, and the stage of maintenance of his vehicles. The platoon leader keeps his higher commander informed of the current maintenance status.
- Coordinating with the maintenance officer in planning, directing, and supervising unit maintenance for the platoon.
- Developing and supervising an ongoing maintenance training program.
- Ensuring crews have the appropriate technical manuals and are trained and supervised to complete the required level of maintenance properly.
- Ensuring unit-level PMCS are performed on all assigned equipment in accordance with the appropriate operator's manuals.
- Ensuring that drivers and assistant drivers are trained and licensed to operate platoon vehicles and equipment.
- Planning and rehearsing a maintenance evacuation plan for every mission.

Platoon Sergeant

The PSG has primary responsibility for most of the platoon's maintenance activities. His duties include the following:

- Directing and supervising unit maintenance of platoon equipment, vehicles, and weapon systems.
- Helping the platoon leader comply with his responsibilities and assuming these responsibilities in his absence.
- Coordinating with the maintenance representative or motor sergeant to arrange unit repairs or to request intermediate (DS) maintenance.
- Supervising and accounting for platoon personnel during maintenance periods.
- Ensuring repair parts are used or stored in a timely fashion as they are received.
- Collecting and consolidating the platoon's maintenance status in the fuel and sending the appropriate reports to maintenance personnel.
- Ensuring that vehicles are always topped off with fuel in garrison and that they receive fuel in the fuel.
- Keeping the platoon leader informed of the platoon's maintenance and logistics status.

Vehicle Commander

The vehicle commanders are the platoon's front-line maintenance supervisors. In large part, the platoon's maintenance status, and thus its combat

readiness, depends on their commitment to proper maintenance procedures. The vehicle commander's duties in this area include the following:

- Ensuring that DA Form 2404 (Equipment Inspection and Maintenance Worksheet) and DA Form 2408-14 (Uncorrected Fault Record) are filled out and updated in accordance with DA Pam 738-750.
- Ensuring that the crew is properly trained in PMCS procedures and that PMCS are performed on the vehicle in accordance with the appropriate technical manuals.
- Ensuring that, as a minimum, the assigned vehicle driver or equipment operator is properly trained and licensed. In preparing for continuous operations, the vehicle commander must ensure that all crewmembers are training and licensed as drivers.
- Ordering parts for the vehicle.
- Ensuring repair parts are installed upon receipt or are stored in authorized locations.
- Ensuring that all tools and basic issue items are properly marked, stored, maintained, and accounted for.
- Ensuring that the vehicle is always topped off in garrison and that it receives as much fuel as possible at every opportunity in the field.
- Constantly updating the PSG on the maintenance and logistics status of the vehicle.

UNIT MAINTENANCE (OPERATOR LEVEL)

Operator maintenance includes proper care, use, and maintenance of assigned vehicles and crew equipment such as weapons, NBC equipment, and night-vision devices. The driver and other crewmembers perform daily services on the vehicle and equipment, to include inspecting, servicing, tightening, performing minor lubrication, cleaning, preserving, and adjusting. The driver and gunner are required to record the checks and services, as well as all equipment faults that they cannot immediately correct, on DA Form 2404. The driver's and gunner's reports are the primary means of reporting equipment faults through the vehicle commander to the PSG, platoon leader, and ultimately to organizational maintenance personnel.

Checks and services prescribed for the automotive system, weapon systems, and turret (CFV only) are divided into three groups:

- Before-operation checks.
- During-operation checks.
- After-operation checks.

These services are explained in every operator's manual and should be conducted as stated in the manual. Although operators must learn to operate equipment without referring to the manual, maintenance must be performed using the appropriate technical manual-not from memory!

UNIT MAINTENANCE (ORGANIZATIONAL LEVEL)

Organizational maintenance is the responsibility of the unit assigned the equipment. It is performed by the operators and unit mechanics. Because the CFV's design allows rapid modular replacement of parts, many faults can be corrected, and the vehicle returned to the platoon, rapidly.

When the operator identifies a problem that is beyond his level of maintenance capability, he notifies his chain of command so the problem can be isolated and corrected. The company or troop maintenance team has trained mechanics who are authorized to perform unit maintenance tasks as prescribed in the technical manuals for the vehicle. When company, troop, battalion, or squadron maintenance teams are not authorized to make a particular repair, they will arrange to have it done by DS maintenance assets.

INTERMEDIATE (DIRECT SUPPORT) MAINTENANCE

This level is performed by personnel from the intermediate (DS) maintenance company, which normally supports a brigade or regiment. It consists of repair and/or replacement of parts, assemblies, and components. Maintenance support teams from intermediate (DS) units are usually located forward with the squadron or battalion field trains. These support teams may go forward to fix disabled equipment on site, but they are limited in what they can fix and where they can go.

EVACUATION

Evacuation is necessary when a vehicle is damaged and cannot be repaired on site within two hours or when it is the only means available to prevent capture or destruction by the enemy. With the exception of an entire vehicle, most damaged equipment can be transported by the platoon until it can be picked up by the troop or battalion support elements. It is then evacuated by troop or battalion maintenance personnel or by the DS maintenance unit.

When a vehicle needs to be evacuated, the platoon leader or PSG reports its exact location, the vehicle type, and the extent of damage, if known, on the troop net or battalion A/L net to personnel designated in the unit SOP. Two soldiers should remain with the vehicle to assist in evacuation and repair, provide security, and deliver the repaired vehicle back to the platoon as soon as possible. A recovery vehicle from the troop, company, squadron, or battalion maintenance team will evacuate the damaged vehicle. It is vital that the damaged vehicle be placed in a covered position that allows the recovery vehicle to reach it without exposing the recovery crew to enemy fire.

In the battalion task force, an evacuation vehicle, possibly a five-ton wrecker truck, must be dedicated to support the scouts. This vehicle should be positioned as far forward as possible; in many cases, it can be located with the nearest company team combat trains.

If a recovery vehicle is not available or if time is critical, other platoon vehicles can evacuate the damaged vehicle for short distances. The decision to do this rests with the platoon leader. Procedures for towing are contained in the operator's manual. If the damaged vehicle will be lost for an extended period, the platoon can replace other vehicles' damaged equipment (such as weapons and radios) with properly functioning items from the damaged vehicle. The damaged equipment can then be repaired or replaced while the vehicle is being repaired. Self-evacuation by the platoon is a last resort that should be considered only to avoid losing the damaged vehicle to the enemy.

DESTRUCTION

When evacuation of damaged or inoperable equipment is impossible, it must be destroyed. Platoon leaders must make sure crews are trained to destroy the vehicle rather than allow it to fall into enemy hands. Instructions for destroying each item of equipment are included in the operator's manual.

The platoon leader should get the commander's permission before destroying any equipment. When communications fail, however, the platoon leader must use his judgment to decide whether or not evacuation is possible. Every reasonable effort must be made to evacuate secure equipment, classified materials, and all weapons.

Section IV. PERSONNEL OPERATIONS

SERVICES

Personnel services include clothing exchange and showers, awards and decorations, leaves and passes, command information, mail, religious services, financial services, legal assistance, welfare, rest and relaxation, and any other service designed to maintain the health, welfare, and morale of the soldier. Many of these services are provided automatically by higher-level support elements; nonetheless, the platoon leader is ultimately responsible for arranging for and providing them to his platoon.

MANAGEMENT

Personnel management includes classification, assignment, promotions, and reenlistments. Although the platoon leader requests these actions through the company or troop, they are normally performed by the battalion or squadron staff or by a division-level organization. The platoon leader must submit accurate strength reports to make sure critical personnel shortages, such as vehicle commanders and gunners, are filled with qualified personnel.

Section V. MEDICAL TREATMENT AND EVACUATION

HEALTH AND HYGIENE

Leaders must emphasize high standards of health and hygiene. Soldiers must shave daily so their protective masks will seal; bathing and changing clothes regularly are necessary to prevent disease. Each crewman should carry shaving equipment, soap, a towel, and a change of clothing in a waterproof bag inside his pack.

During cold weather, soldiers must check their hands and feet regularly to prevent frostbite, trench foot, or immersion foot. They must also learn that the effects of windchill on exposed skin are equal to those of temperatures much lower than the thermometer shows. A moving vehicle will cause a windchill effect even if the air is calm.

WOUNDED SOLDIERS

Battlefield positioning and dispersion make the treatment and evacuation of wounded personnel two of the most difficult tasks the scout platoon must execute. This is particularly true for the battalion scout platoon. To ensure successful handling of wounded scouts, task forces must specifically allocate CSS assets to the scout platoon to assist in evacuation. In addition, operational planning or SOPS must cover evacuation procedures in detail.

In both types of scout platoon, it is the vehicle commander's responsibility to make sure that wounded crewmen receive immediate first aid and that the platoon leader or PSG is notified of all casualties. The use of scouts who are trained as combat lifesavers is absolutely critical. As a minimum, one member of each scout squad must be trained as a combat lifesaver. If wounded crewmen require evacuation, the platoon leader or PSG can take one of these steps:

- Coordinate with the closest troop or company team for ground evacuation.
- Request that the battalion task force or troop task organize a dedicated ambulance to the platoon for operations forward of the larger element. In the case of the HMMWV platoon, the ambulance should be a HMMWV variant located, for security, with the nearest company team.
- Conduct self-evacuation with organic platoon assets.
- Coordinate for aerial evacuation through the troop or battalion.

Aerial evacuation, if it is available, is preferred because of its speed. The scouts coordinate with their higher command and then switch to the designated frequency to coordinate directly with the MEDEVAC aircraft. They must pick a relatively flat, open, and covered and concealed position for the aircraft's landing zone (LZ). The location should be given to the aircraft by radio and marked with colored smoke as the aircraft approaches the area. The scout platoon provides local security of the LZ until the evacuation is complete.

Regardless of the method of evacuation, all scout leaders must have the necessary CSS graphics available, to include battalion casualty collection points. Evacuation procedures must be part of the platoon plan and should be rehearsed as part of mission preparation.

A wounded crewman's individual weapon becomes the responsibility of the vehicle commander. Personal effects, weapons, and equipment are turned in to the company or troop supply sergeant at the earliest opportunity. The crewman's protective mask stays with him at all times. All sensitive items, such as maps, overlays, and SOPs, should also remain with the vehicle.

SOLDIERS KILLED IN ACTION

The remains of personnel killed in action (KIA) will be placed in a body bag or sleeping bag or rolled in a poncho and evacuated by the PSG or 1SG. The company/troop commander will designate a location for collection of KIA soldiers. If as a last resort the body must be left on the battlefield, the name, exact location, and circumstances are reported through channels with the appropriate SOP report. The lower dog tag is removed for turn-in to the PSG or 1SG. The personal effects of a KIA soldier remain with the body. The KIA soldier's weapon, equipment, and issue items become the responsibility of the vehicle commander until they can be turned over to the supply sergeant or 1SG.

As a rule, the bodies of KIA soldiers should not be placed on the same vehicle as wounded soldiers. If evacuation cannot be expedited by the PSG or 1SG, however, dead and wounded personnel may be carried on board a vehicle to its next stop. In the attack, this may be the objective. In the defense, it may be the next BP. Crews must be prepared to give first aid and to continue the mission with a limited crew without stopping.

Section VI. PRISONERS

EPWs are excellent sources of combat intelligence information; they must be processed and evacuated to the rear quickly. If enemy soldiers want to surrender, it is the crew's responsibility to take them into custody and control them until they can be evacuated.

The platoon leader directs scouts to take the EPWs to an area designated by the commander. The prisoners are then evacuated to the rear for interrogation.

If an EPW is wounded and cannot be evacuated through medical channels, the XO or 1SG is notified. The EPW will be escorted to the company or troop trains, or the 1SG will come forward with guards to evacuate him.

HANDLING PRISONERS OF WAR

The basic principles for handling EPWs are covered by the “five-S” procedures: search, segregate, silence, speed, and safeguard. See Figure 8-4 for an outline.

SEARCH	Remove and tag all weapons and documents. Return to the EPW those personal items of no military value. The EPW keeps his helmet, protective mask, and gear to protect him from immediate dangers of the battle area.
SEGREGATE	Break the chain of command; separate EPWs by rank, sex, and other suitable categories. Keep the staunch fighters away from those who willingly surrender.
SILENCE	Prevent EPWs from giving orders, planning escapes, or developing false “cover stories.”
SPEED	Speed EPWs to the rear to remove them from the battle area and to obtain and use their information.
SAFEGUARD	Prevent EPWs from escaping. Protect all EPWs from violence, insults, curiosity, and reprisals of any kind.

Figure 8-4. The “five-S” principles for handling EPWs.

Never approach an enemy soldier. He may have a weapon hidden nearby, or he may be booby-trapped. Gesture for him to come forward until it is clear that he is honestly surrendering and not trying to lure friendly troops into an ambush. Use a thermal sight to locate possible ambushes. When searching the prisoner, always have another friendly soldier cover him with a weapon. Do not get between the enemy and the soldier covering him. Search procedures are covered in detail in [Appendix E](#).

The rights of EPWs have been established by international law, and the United States has agreed to obey these laws. Once an enemy soldier shows he wants to surrender, he must be treated humanely. It is a court-martial offense to physically or mentally harm or mistreat a EPW or needlessly expose him to fire. In addition, mistreated EPWs or those who receive special favors are not good interrogation subjects.

The senior officer or NCO on the scene is legally responsible for the care of EPWs. If the unit cannot evacuate a prisoner within a reasonable time, he must be provided with food, water, and medical treatment.

Before evacuating the EPW, ensure that a tag is attached to him listing all pertinent information and procedures. Tags may be obtained through supply channels or made from materials available on the battlefield. An example is illustrated in [Figures 8-5A](#) and [8-5B](#) pages 8-19 and 8-20.

CAPTURED ENEMY DOCUMENTS AND EQUIPMENT

Captured enemy documents (such as maps, orders, records, and photographs) and equipment are excellent sources of intelligence information. If captured items are not handled properly, however, the information in them may be lost or delayed until it is useless. These items must be evacuated to the next level of command as rapidly as possible.

The platoon should tag each captured item (see [Figure 8-6](#), page 8-21, for an example). If the item is found in the EPW's possession, include the prisoner's name on the tag and give the item to the guard. The guard delivers the item with the EPW to the next higher headquarters.

CIVILIANS

Civilians who are captured as the result of curfew violations or suspicious actions are treated the same as EPWs. The platoon evacuates them quickly to higher headquarters using the "five-S" principles discussed earlier in this section.

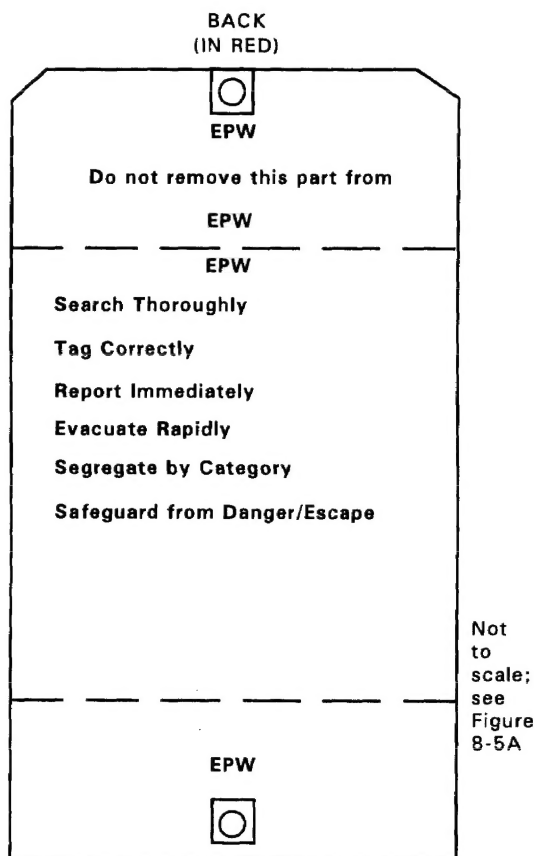
FRONT

ATTACH TO EPW ☐		A
DATE OF CAPTURE _____		
NAME _____		
SERIAL NUMBER _____		
RANK _____		
DATE OF BIRTH _____		
UNIT _____		
LOCATION OF CAPTURE _____		
CAPTURING UNIT _____		
SPECIAL CIRCUMSTANCES OF CAPTURE _____		
WEAPONS/DOCUMENTS _____		

FORWARD TO UNIT		B
DATE OF CAPTURE _____		
NAME _____		
SERIAL NUMBER _____		
RANK _____		
DATE OF BIRTH _____		
UNIT _____		
LOCATION OF CAPTURE _____		
CAPTURING UNIT _____		
SPECIAL CIRCUMSTANCES OF CAPTURE _____		
WEAPONS/DOCUMENTS _____		

ATTACH TO ITEM		C
DATE OF CAPTURE _____		
NAME _____		
SERIAL NUMBER _____		
RANK _____		
DATE OF BIRTH _____		
UNIT _____		
LOCATION OF CAPTURE _____		
DESCRIPTION OF WEAPONS/ DOCUMENTS _____		
DOCUMENT AND ☐ WEAPONS CARD		

Figure 8-5A. Sample standardized EPW tag (front).



DESCRIPTION:

1. The tag should be made of durable material and perforated into three parts
2. Each part of the tag should measure approximately 10x15 centimeters
3. The tag should be pierced at top and bottom, with added reinforcement around the holes, to facilitate attachment

Figure 8-5B. Sample standardized EPW tag (back).

TYPE OF DOCUMENT	_____
DATE/TIME OF CAPTURE	_____
PLACE OF CAPTURE (Grid coordinates)	_____
CAPTURING UNIT	_____
CIRCUMSTANCES OF CAPTURE	_____

Figure 8-6. Sample tag for captured documents and equipment.